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Economic Research, Dharwar, and to sanction an expenditure of Rs. 4,000 in this regard.

To minimise the incidence of the ever increasing number of traffic accidents and violation of the Traffic Rules, a "Traffic Safety Week" has been held all over the State shortly. The main object of the week is to educate the users of the vehicles and members of the public regarding the rules of the road and to carry on active propaganda through posters, lectures in Colleges and Schools,Radio talks and Film shows.

PRISONS DEPARTMENT

The expenditure which was to the tune of 31.9 lakhs in the year 1957-58, just after the Reorganisation of States, has increased to 42.5 lakhs in the year ending March 1963. Government is giving due consideration for progress in the Department by introducing modern methods in the treatment of offenders.

The Carpentry Sections in the Jails at Bangalore, Belgaum and Gulbarga were expanded at a cost of Rs. 30,000 by installing some of the latest type of wood working machines run by power. The tailoring section was improved by purchrse of some more machines to cope up with the increased work at an expenditure of Rs. 10,000. Accessories to the power looms at an expenditure of Rs 12,000 were sanctioned to improve their working. New industries like Soap making and Phenyle manufacture have been introduced.

As a result of these schemes the receipts of the Department have also increased appreciably. The Jail receipts which were about Rs. 4.5 lakhs during 1960-61 have gone up to Rs. 6.6 lakhs during 1962-63, and are expected to reach Rs. 8 lakhs during 1963-64.

A notable feature is that prisoners, apart from the members of the staff, are liberally contributing to the national cause by way of cash and kind by foregoing rations and they are also donating blood to the blood bank. They have also been encouraged to buy National Savings Certificates out of their earnings and private cash.

There is also a proposal to have in all major jails a psychiatrist for the proper study and suggesting treatment of offenders for their ultimate rehabilitation after release.

TRANSPORT DEPARTMENT

MYSORE STATE ROAD TRANSPORT CORPORATION.

The Mysore State Road Transport Corporation has made all round progress during the year in operations as well as in the implementation of the various development schemes under the Third Five-Year Plan.

The last few years since States Reorganisation have been mainly devoted to the consolidation and rationalisation of services operated and

the organisation was able to achieve greater stability and progress in all the operational activities in the integrated areas. Besides, the organisation was able to implement two major programmes of Nationalisation of Passenger Transport Services—one in Hassan Pocket on 26th October 1961 with 103 vehicles to operate services on 98 routes covering a route mileage of 5,372 miles and the other in Mysore Pocket on 5th March 1962 with 85 vehicles to operate services on 61 routes covering a route length of 4,528 miles. The fleet strength of the Organisation has increased to 1,970 passenger vehicles and 90 Departmental vehicles and the labour force to 13,055 as on 31st December 1963. Passenger Transport Services are operated by 8 Divisions on 1,431 routes covering a route mileage of 47,070 miles and catering to the transport needs of more than 5.15 lakh passengers every day all over the State. Thus the Road Transport Corporation has made rapid strides during the last few years towards the ultimate goal of complete nationalisation of Road Transport Services in the State envisaged by the Government as far back as 1948.

With the nationalisation of services in the new pockets and augmentation of services in the existing areas during the last few years, the nationalised transport operations now cover over more than 2/3 of the Mysore State. The capital investment in the Road Transport Corporation has increased to Rs 10.97 crores as on 31st March 1963. The Corporation has earned a gross revenue of Rs. 8.62 crores during the year 1962-63 as against Rs. 7.26 crores during 1961-62 and the operations have yielded a net profit of Rs. 52.76 lakhs during 1962-63 compared with Rs. 59.18 lakhs during 1961-62.

During the period of national emergency, the Corporation has contributed its mite by paying an amount of Rs. 2.5 lakhs as its contribution to the National Defence Fund, and has also played a vital role in training 270 drivers on heavy duty vehicles and driver mechanics required for Defence purposes during the year 1963.

PROGRESS OF ROAD TRANSPORT UNDER THE FIVE-YEAR PLANS.

(*i*) *First Five-Year Plan*

During the First Five-Year Plan (1951–56) the extension of nationalisation of Passenger Transport operations was mainly confined to taking over certain important routes linking Bangalore and Mysore with other important places in the Old Mysore State.

(*ii*) *Second Five-Year Plan.*

Only during the Second Five-Year Plan period considerable importance was given to the extension of nationalisation of Road Transport and its development was brought within the orbit of Planning. The phenomenal growth in the size of Road Transport in the enlarged State of Mysore in 1956, gave further impetus for its development on a planned and systematic basis. It was during the Second Plan that Road Transport could make an appreciable progress in the execution of the various schemes as is evident from the expenditure incurred and the

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physical targets achieved during the period. An outlay of Rs. 430.47 lakhs was anticipated during the Second Plan period and out of this, the Organisation was able to incur an expenditure of Rs. 389.04 lakhs thus utilising more than 90 per cent of the outlay provided.

The programme of development in terms of physical targets as proposed by the Organisation during Second Plan period envisaged the extension of the scheme of nationalisation by taking over for operation an additional mileage of 21,300 miles. Towards the achievement of this target, it was proposed to purchase 692 passenger vehicles during the Plan period

The Organisation was able to purchase 591 vehicles and take over an additional route mileage of 11,600 miles by way of expansion and augmentation of services during the Plan period. The shortfall in the additional route mileage is attributed to legal impediments in the implementation of expansion programme in Hassan and Mysore. In addition to these, a number of vital operational structures such as Depots, Workshops and administrative blocks and passenger amenities like bus station , bus stands, passenger shelters, etc., were completed at the various places in the State.

(*iii*) *Third Five Year Plan*

The outlay for the development schemes of Road Transport during the Third Five Year Plan period is Rs. 425 lakhs. The physical targets in terms of passenger vehicles and the additional route mileage to be taken over during the Plan period are 729 vehicles and 14,480 miles respectively.

During the first year of the Third Plan, *i.e.*, 1961-62, Road Transport in Mysore State attained a new status in so far as its administration is concerned. The management of Road Transport was entrusted to a statutory Corporation under the Road Transport Corporation Act, 1950 with effect from 1st August 1961.

The Corporation prepared the capital budget for an outlay of Rs. 203 lakhs for the year 1961-62 to implement the development schemes. Out of this amount an expenditure of Rs. 180.85 lakhs was incurred on Plan schemes forming 89 per cent of the outlay provided. The Organisation achieved the targeted figure of 394 in the purchase of vehicles. Two major programmes of expansion in Hassan and Mysore were also implemented during 1961-62 taking over for operation 162 routes covering a route mileage of 9,900 miles.

The Road Transport Corporation prepared the capital budget for an outlay of Rs. 170 lakhs for 1962-63 to implement the nationalisation programme in Bellary Pocket with 200 vehicles. The expansion programme could not be implemented as the scheme was quashed by the High Court of Mysore. The expenditure incurred on Plan Schemes was Rs. 114.78 lakhs and the number of passenger vehicles purchased was 139 during the year 1962-63

The outlay provided for 1963-64 is Rs. 188 lakhs of which Rs. 21 lakhs will be provided by the State Government and Rs. 7 lakhs by the Central Government and the remaining amount of Rs. 160 lakhs is to be financed from the internal resources of the Corporation. The Corporation has proposed to monopolise the services in 10 major road sections during the year 1963-64 with 275 vehicles.

During the current financial year (up to 30th November 1963) an expenditure of Rs. 40.61 lakhs has been incurred and 32 vehicles have been purchased. It is proposed to achieve the targeted figure by the end of 1963-64.

In view of the national emergency the pace of progress has to be retarded during the next two years of the Plan period. The Corporation has decided to consolidate the existing operations and take over the services in Bellary Pocket and 10 major road sections as contemplated earlier.

The programme of the Corporation during the ensuing year, *i.e.*, 1964-65, envisages a Plan outlay of Rs. 40 lakhs of which Rs. 30 lakhs will be provided by the State under the Plan Budget and a matching contribution of Rs. 10 lakhs by the Central Government.

The State Transport Corporation is discharging its obligation by providing an adequate and co-ordinated system of Transport to the travelling public in the State in spite of the several difficulties it has to face. With the completion of nationalisation in the State by the end of the Fourth Five Year Plan, the Organisation will be able to play a still greater role in the economic progress of the State by building up a sound Transport System.

INFORMATION AND PUBLICITY

The Department has been arranging publicity through various media. A documentary—"Malnad, Nature's Gift"—has been produced by the State Government jointly with the Films Division of the Government of India. The production of a documentary film on the Sharavathi Valley Project has been taken up. Photographs depicting the progress achieved in various sectors have been prepared for being displayed in exhibitions.

The Department has opened Field Publicity Units in several districts of the State bringing the total to 11.

Three tours of Journalists were undertaken during 1963-64 in addition to a study tour for our M.Ps.

The Department participated in 3 exhibitions apart from organising 'The Nation Prepares' Exhibition at Bangalore in collaboration with the Union Ministries of Defence and Information and Broadcasting.

To step up community listening in the State and also to help the villages in organising Radio listening-*cum*-discussion-*cum*-action groups, the Department is installing radio sets in the villages. One thousand eight hundred and thirty-five community receiving sets were working as on 1st April 1963 and during 1963-64 another 475 sets were installed.